## 2004

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

## Special Locality Report 124

City of Portsmouth

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

## Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

## Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

## QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

## Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

## **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City of Portsmouth				Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
$\sim$	From:	NCL Chesapeake												
(17) George Washington Hwy	City of Portsmouth	0.15 <b>30000 G</b>	91%	1%	4%	1%	3%	0%	F	0.093	F	0.668	30000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	SR 239 Victory Blvd	0.107		407	407	00/	201		0.004		0.044		
(17) George Washington Hwy	City of Portsmouth	0.42 <b>23000 G</b>	91%	1% -	4%	1%	3%	0%	F	0.084	F	0.614	23000	G
Coorgo Woohington Huss	City of Portsmouth	Davis St 0.52 <b>23000 G</b>	91%	1%	4%	1%	3%	0%	F	0.085	F	0.625	23000	G
George Washington Hwy	City of Portsmouth			170	470	170	370	0%	г	0.065	Г	0.625	23000	G
17 George Washington Hwy	City of Portsmouth	124-8540 Greenwood Dr 0.31 <b>27000 G</b>	91%	1%	4%	1%	3%	0%	F	0.085	F	0.64	27000	G
George Washington Hwy	City of Portsmouth	SR 141, Frederick Blvd		7	470	170	3%	0%	г	0.065	Г	0.64	27000	G
	From:	SR 141 George Washington												
Frederick Blvd	City of Portsmouth	0.70 <b>14000 G</b>	91%	1%	4%	1%	3%	0%	F	0.084	F	0.58	14000	G
<u></u>	To- From:	SR 337 Portsmouth Blvd	l	]—										
17 Frederick Blvd	City of Portsmouth	0.09 <b>16000 G</b>	91%	1%	4%	1%	3%	0%	F	0.099	F	0.65	16000	G
	To- From:	124-8547 Deep Creek Bly	vd	1										
[17] Frederick Blvd	City of Portsmouth	0.53 <b>21000 G</b>	91%	1%	4%	1%	3%	0%	F	0.092	F	0.669	21000	G
<u> </u>	To- From:	I-264		1										
17 Frederick Blvd	City of Portsmouth	0.35 <b>39000 G</b>	93%	0%	1%	3%	2%	0%	С	0.075	F	0.537	40000	G
<u> </u>	To	ALT SR 337 Turnpike R	d	1—										
17 Frederick Blvd	City of Portsmouth	0.51 <b>25000 G</b>	98%	0%	1%	0%	0%	0%	F	0.077	F	0.594	26000	G
<u> </u>	To	US 58 Airline Blvd		1										
17 Frederick Blvd	City of Portsmouth	0.16 <b>19000 G</b>	98%	0%	1%	0%	0%	0%	F	0.078	F	0.537	20000	G
<u> </u>	To:	124-8758 High St	1											
17 High St	City of Portsmouth	124-8758, Frederick Blvd 0.18 <b>34000 G</b>		┛ 0%	1%	0%	0%	0%	F	0.089	F	0.789	35000	G
(17) Tilgit St	Only of 1 oftentional			7	170	070	070	070	•	0.000	•	0.700	00000	Ü
17 High St	City of Portsmouth	124-8536 Western Branch E 2.24 <b>39000 G</b>	98%	0%	1%	0%	0%	0%	F	0.087	F	0.658	40000	G
(17) Tilgit St	Only of 1 oftentional		3070	7	170	070	070	070	•	0.007	•	0.000	40000	Ü
17 High St	City of Portsmouth	124-8525 Cedar Lane 0.93 <b>32000 G</b>	98%	0%	1%	0%	0%	0%	F	0.084	F	0.611	32000	G
17) Tilgit Gt	Only of 1 oftenhoun			7	170	070	070	070	•	0.004	'	0.011	32000	O
17 High St	City of Portsmouth	124-8528 Churchland Blv 0.21 <b>22000 G</b>	98%	0%	1%	0%	0%	0%	F	0.084	F	0.612	22000	G
17) Tilgit St	City of Fortsmouth			7 0 / 0	1 /0	0 /6	076	076		0.004	-	0.012	22000	G
17 Western Branch Blvd	City of Portsmouth	124-8532 Tyre Neck Rd 0.22 <b>22000 G</b>	98%	0%	1%	0%	0%	0%	F	0.085	F	0.539	23000	G
(17) Western Branch Blvd	City of Portsmouth	ECL Chesapeake	90%	7	170	0%	U76	0%	г	0.065	Г	0.559	23000	G
ALT	From:	ECL Chesapeake		<del>†                                     </del>										
58 460 Airline Blvd	City of Portsmouth	0.29 <b>13000 G</b>	96%	<b>-</b> 1%	1%	0%	1%	0%	F	0.091	F	0.593	14000	G
30 (400)	To-	Greenwood Dr				- / -								
ALT	From:		_						_		_			
58 460 Airline Blvd	City of Portsmouth	0.20 <b>14000 G</b>	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	G
	10:	Elmhurst Lane												

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

			Portsmouth				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	Elm	hurst Lane		Ī	27 040	017040	- I I I G	211011		1 dotoi		1 40101		
(58) (460) Airline Blvd	City of Portsmouth	1.30 1	10000 G	96%	1%	1%	0%	1%	0%	F	0.086	F	0.578	11000	G
	To:	SR 239	Victory Blvd		1—										
ALT (58) (460) Airline Blvd	City of Portsmouth	0.28 1	14000 G	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	16000	G
(38) (400) / 2113	To-			0070	۰,/۵	170	070	170	070	·	0.00	•	0.012	10000	Ü
58 Airline Blvd	City of Portsmouth		ortsmouth Blvd	96%	1%	1%	0%	1%	0%	F	0.084	F	0.593	20000	G
36) / 2170	To Take			0070	۰,/۵	170	070	170	070	·	0.00 1	•	0.000	20000	Ü
(58) Airline Blvd	City of Portsmouth		Prederick Blvd	94%	1%	2%	1%	3%	0%	F	0.083	F	0.651	21000	G
58 / / / / / / / / / / / / / / / / / / /	Table 1			0470	- 170 <b>-</b>	270	170	070	070	•	0.000	•	0.001	21000	Ü
58 Martin Luther King Freeway	City of Portsmouth		High St 23000 G	94%	1%	2%	1%	3%	0%	F	0.086	F	0.678	26000	G
58 Martin Luther King Freeway	only of Fortsmouth			3470	7	270	1 70	370	070	•	0.000	'	0.070	20000	O
58 Martin Luther King Freeway	City of Portsmouth (Maint: 64)		London Blvd 25000 G	94%	1%	2%	1%	3%	0%	С	NA			26000	G
[58] Martin Luther King Freeway	City of Fortsmouth (Maint. 64)			94 /0	1 /0 <b>7</b>	270	1 /0	3/0	076	C	INA			20000	G
Martin Luther King France	City of Dortomouth (Maint G4)		veland St	94%	1%	2%	10/	3%	00/	F	NA			55000	G
Martin Luther King Freeway	City of Portsmouth (Maint: 64)		L Norfolk	94%	1% <b>7</b>	2%	1%	3%	0%	Г	INA			55000	G
	From:		rederick Blvd		1										
(141) George Washington Hwy	City of Portsmouth		20000 G	95%	<b>-</b> 0%	0%	1%	4%	0%	F	0.089	F	0.707	22000	G
141)	To:		37 Elm Ave		٦		.,,	.,.				-			
141 George Washington Hwy	City of Portsmouth		16000 G	95%	0%	0%	1%	4%	0%	F	0.079	F	0.712	18000	G
141)	Tool						.,,	.,.		-		-			
141) Effingham St	City of Portsmouth		mouth Blvd 27000 G	93%	1%	2%	2%	2%	0%	С	0.084	F	0.633	30000	G
141) =9.1	Tree Tree				٦ .,,	_,,	_,,	_,,	0,0	Ū	0.00	•	0.000	00000	•
141 Effingham St	City of Portsmouth		I-264 <b>33000 G</b>	95%	0%	0%	1%	4%	0%	F	0.067	F	0.622	37000	G
141) Emigram St	ony of Fortomoun			3070	7	070	170	470	070	•	0.007	•	0.022	01000	Ü
141 Effingham St	City of Portsmouth		26000 G	98%	1%	0%	0%	1%	0%	F	0.07	F	0.533	28000	G
141) Emilyham St	ony or i onomodui			3070	- 170 <b>-</b>	070	070	170	070	•	0.07	•	0.000	20000	Ü
(141) Effingham St	City of Portsmouth		High St 21000 G	98%	1%	0%	0%	1%	0%	F	0.071	F	0.524	23000	G
141) Emilynam St	To:		ndon Blvd	30 /0	٦ '″	076	076	1 70	076	'	0.07 1	'	0.324	23000	O
	From:		ingham St												
141 London Blvd	City of Portsmouth	0.33	21000 G	98%	1%	0%	0%	1%	0%	F	0.084	F	0.712	23000	G
<u></u>	Too From:	Е	lm Ave		]—										
141 London Blvd	City of Portsmouth	0.83 2	24000 G	98%	1%	0%	0%	1%	0%	С	0.088	F	0.726	26000	G
	To:	MLK	ing Freeway		1										
	From:		L Suffolk		J							_			
Western Freeway	City of Portsmouth (Maint: 64)	0.88 3	32000 G	94%	0%	1%	2%	3%	0%	С	0.091	F	0.51	36000	G
	To- From:		ne Point Rd		]—										
(164) Western Freeway	City of Portsmouth (Maint: 64)		23000 A	95%	0%	0%	1%	4%	0%	С	0.103	Α	0.638	25000	Α
<u> </u>	To:	East End of We	estern Freeway B	rıdge	1										

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

		City	of Portsm	loutri				т				1/		D:-		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		Tru			QC	K	QK	Dir Factor	AAWDT	Q۷
	From:	CD 22	7 Portsmout	h Dlud		1	ZAXIE	3+Axle	TTrail	ZTrall		Factor		Factor		
239) Victory Blvd	City of Portsmouth	0.22	7200	G G	96%	」 1%	1%	1%	1%	0%	F	0.097	F	0.611	7900	G
239) Violory Biva	The C		58 Airline F		0070	7	170	170	170	070	•	0.007	•	0.011	7000	
239 Victory Blvd	From: L City of Portsmouth	0.33	24000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.559	26000	G
239) Violory Biva	Tay of 1 of tornouter	0.00			3070	٠,٠٠	170	170	170	070	•	0.007	•	0.000	20000	
239) Victory Blvd	From: City of Portsmouth	0.59	I-264 <b>24000</b>	G	96%	1%	1%	1%	1%	0%	С	0.085	F	0.52	26000	
39) Violory Biva	T.				3070	7	170	170	170	070	Ü	0.000	•	0.02	20000	`
39) Victory Blvd	City of Portsmouth	1.08	3reenwood I 16000	G G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.572	18000	(
3g) Victory Biva	Gity of 1 oftsmouth				30 /6	7	1 /0	1 70	1 70	076	'	0.005	'	0.372	10000	`
Viotory Plyd	City of Portsmouth		eep Creek B	lvd <b>G</b>	92%	0%	2%	2%	3%	0%	F	0.087	F	0.631	18000	(
39 Victory Blvd	City of Fortsmouth					0%	270	270	370	0%	г	0.067	Г	0.031	16000	,
\/intom. Dl. id	City of Portsmouth	US 17 Ge 0.42	orge Washir 13000	ngton Hv <b>G</b>	yy 92%	0%	2%	2%	3%	0%	С	NA			13000	(
Victory Blvd	City of Portsmouth	0.42		G	92%	U% -	2%	2%	3%	0%	C	INA			13000	,
) /into m. Dh. d	To: From:	0.83	Frailey Pl 6700		93%		40/	20/	3%	00/	С	0.454	F	0.862	7200	(
39 Victory Blvd	City of Portsmouth			G	93%	0%	1%	3%	3%	0%	C	0.154	Г	0.002	7300	,
	To: From:		Afton Pkwy		2001		201	00/	201	201		0.455		0.000	7000	_
Nictory Blvd	City of Portsmouth	0.55	6400	G	92%	0%	2%	2%	3%	0%	F	0.155	F	0.889	7000	(
			R 337 Elm A			1										_
ast (64)	City of Portsmouth (Maint: 64)	0.23	CL Portsmo <b>25000</b>	uth <b>G</b>	95%	」 ○%	1%	1%	3%	0%	F	0.125	F		27000	(
64)	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA	•		55000	,
	To:					7	170	170	070	070	·				00000	
ast	From:		eenwood Dr													
64)	City of Portsmouth (Maint: 64)	1.29	24000	G	95%	0%	1%	1%	3%	0%	F	0.131	F		26000	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA			54000	(
ast	To: From:	SR 2	239 Victory	Blvd												
264)	City of Portsmouth (Maint: 64)	0.94	32000	В	95%	0%	1%	1%	3%	0%	С	0.124	Α		34000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	62000	В	95%	0%	1%	1%	3%	0%	С	0.093	Α	0.632	67000	
ast ALT	Ta: From:	SR 33	7 Portsmout	h Blvd		1										
264) 460)	City of Portsmouth (Maint: 64)	0.72	32000	G	95%	0%	1%	1%	3%	0%	F	0.101	F		35000	(
.04/(400)	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA	-		69000	(
	To:		7 Frederick													
ast ALT	From: L				050/	<b>-</b>	407	407	201	001	_	0.000	_		40000	
64) 460	City of Portsmouth (Maint: 64)	0.99	42000	G	95%	0%	1%	1%	3%	0%	+	0.098	F		46000	(
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	F	NA			85000	(
ast ALT	To: From:	De	eep Creek B	lvd												
264)(460)	City of Portsmouth (Maint: 64)	0.67	42000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		46000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	76000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	(
	То:	SR 1	41 Effingha	m St												

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

		City	of Portsmo	outn												
Route	Jurisdiction	l enath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor	, , , , , , ,	
East ALT	From:		41 Effinghan		050/		407	407	007	001	_				00000	_
264 460	City of Portsmouth (Maint: 64)		35000	G	95%	0%	1%	1%	3%	0%	F _	NA			38000	G
	Combined Traffic Estimates for 2 Parallel Roadways		68000 VCL Norfolk	G	95%	0% 7	1%	1%	3%	0%	F	NA			74000	G
	T					<del> </del>										
West	City of Portsmouth (Maint: 64)		CL Portsmout 26000	G G	95%	」 0%	1%	1%	3%	0%	F	0.117	F		28000	G
264	Combined Traffic Estimates for 2 Parallel Roadways			G	95% 95%	0%	1%	1%	3%	0%	-	NA			55000	G
	Combined Trainic Estimates for 2 Parallel Roadways				95%	0%	1 70	1 70	3%	0%	Г	INA			55000	G
West	To: From:	Gre	eenwood Driv	ve												
(264)	City of Portsmouth (Maint: 64)	1.34	25000	G	95%	0%	1%	1%	3%	0%	F	0.119	F		27000	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	49000	G	95%	0%	1%	1%	3%	0%	F	NA			54000	G
	Tac	SR 2	39 Victory B	lvd		1										
West	City of Portsmouth (Maint: 64)		31000		95%	<b>-</b> 0%	10/	10/	3%	0%	С	0.126	Α		33000	Α
264				A		0%	1%	1%	3%		С			0.622	67000	В
	Combined Traffic Estimates for 2 Parallel Roadways			В	95%	U% -	1%	1%	3%	0%	C	0.093	Α	0.632	67000	ь
West ALT	To- From:	SR 337	7 Portsmouth	Blvd		_										
(264) (460)	City of Portsmouth (Maint: 64)	0.84	32000	G	95%	0%	1%	1%	3%	0%	F	0.107	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	64000	G	95%	0%	1%	1%	3%	0%	F	NA			69000	G
	To:	US 1	7 Frederick E	Blvd		1										
West ALT	City of Dortomouth (Moint, CA)		36000		050/	<b>-</b> 0%	40/	40/	20/	00/	_	0.405	F		20000	0
264 460	City of Portsmouth (Maint: 64)			G	95%		1%	1%	3%	0%	F	0.105	г		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	0%	1%	1%	3%	0%	г	NA			85000	G
West ALT	To- From:	De	ep Creek Blv	⁄d		_										
(264) (460)	City of Portsmouth (Maint: 64)	1.17	33000	G	95%	0%	1%	1%	3%	0%	F	0.103	F		36000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	76000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	G
	Tou	SR 1	41 Effinghan	n St		1—										
West ALT	City of Dortomouth (Moint, C4)		33000		95%	<b>-</b> 0%	40/	40/	20/	00/	F	NIA			26000	G
264 460	City of Portsmouth (Maint: 64)			G			1%	1%	3%	0%	F	NA			36000	
	Combined Traffic Estimates for 2 Parallel Roadways		VCL Norfolk	G	95%	0% 7	1%	1%	3%	0%	г	NA			74000	G
	From		L Chesapeak			<del>                                     </del>										
(337) Portsmouth Blvd	City of Portsmouth	0.34	30000	G G	98%	」 1%	1%	0%	0%	0%	F	0.097	F	0.597	33000	G
Portsmouth Blvd	City of Foliamouth				3070	7/0	1 70	070	070	070	•	0.007	•	0.557	33000	O
Douten with Black	To- From:		odges Ferry R		000/	40/	40/	00/	00/	00/	F	0.004	_	0.577	07000	_
Portsmouth Blvd	City of Portsmouth	0.60	25000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.577	27000	G
	To- From:		lmhurst Lane			]										
(337) Portsmouth Blvd	City of Portsmouth	1.17	28000	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.615	30000	G
	To. From:	SR 2	39 Victory B	lvd		<b>—</b>										
(337) Portsmouth Blvd	City of Portsmouth	0.23	20000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.638	22000	G
$\overline{}$	To:	US 58 AL	T US 460 Aiı	rline Bl	vd	1										
ALT Double would be blood	From:	•				407	407	001	007	007	_	0.007	_	0.500	40000	_
337 460 Portsmouth Blvd	City of Portsmouth	0.10	17000	G	98%	1% 7	1%	0%	0%	0%	F	0.087	F	0.589	18000	G
	10.	ALTSI	R 337 Turnpi	ке ка		1										

-		City of Portsi	noutr				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
ALT	From:	ALT SR 337 Turn	1 D.1		_	ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
ALT (337) (460) Portsmouth Blvd	City of Portsmouth	0.15 <b>14000</b>	G	98%	<b>1</b> %	1%	0%	0%	0%	F	0.096	F	0.66	16000	G
337 460 Portsmouth Blvd	City of Fortsmouth		<u> </u>	90 /0	1 /0	1 /0	0 /6	076	076		0.090	-	0.00	10000	G
ALT	To: From:	I-264			_										
337)(460) Portsmouth Blvd	City of Portsmouth	0.22 9800	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	11000	G
337 (400)	To:	Main St			1										
	From:	ALT US 4	50												
(337) Portsmouth Blvd	City of Portsmouth	0.12 <b>9800</b>	N	96%	1%	1%	0%	1%	0%	Ν	0.087	Ν	0.575	11000	Ν
	To:	Main St			1										
337 Portsmouth Blvd	City of Portsmouth	0.94 <b>12000</b>	G	96%	<b>-</b> 1%	1%	0%	1%	0%	F	0.092	F	0.584	13000	G
337)	- F				٦			.,.	-,-	-		•			-
Domesto as a stable Divide	From:	Deep Creek 1		96%	40/	40/	00/	40/	00/		0.007	F	0.004	7000	_
Portsmouth Blvd	City of Portsmouth	0.17 <b>7200</b>	G	96%	1%	1%	0%	1%	0%	F	0.097	г	0.661	7900	G
	To- From:	ALT US 17 Frede	rick Blvd		}—										
(337) Portsmouth Blvd	City of Portsmouth	0.79 <b>7200</b>	G	96%	1%	1%	0%	1%	0%	С	0.118	F	0.649	7900	G
	To:	US 17 Elm													
	From:	US 17 Portsmou			<b>」</b>					_		_			_
337 Elm Ave	City of Portsmouth	0.32 <b>6200</b>	G	96%	1%	1%	0%	1%	0%	F	0.103	F	0.564	6800	G
<u> </u>	To- From:	US 17 George Washingto	n Hwy; S	R 141	]										
337 Elm Ave	City of Portsmouth	0.72 <b>8400</b>	G	96%	1%	1%	0%	1%	0%	F	0.113	F	0.653	9200	G
	To	SR 239 Victory	z Blvd		1										
(337) Elm Ave	From L_ City of Portsmouth	0.23 <b>9000</b>	G	96%	<b>1</b> %	1%	0%	1%	0%	F	0.103	F	0.601	9900	G
337 2 7 10				0070	¬ '/°	170	070	170	070	•	0.100	•	0.001	0000	Ŭ
	To- From:	Burtons Poin										_			_
337 Elm Ave	City of Portsmouth	0.32 <b>7200</b>	G	96%	1%	1%	0%	1%	0%	F	0.117	F	0.679	7800	G
	10.	WCL Chesap	eake												
ALT	From:	SR 337 Portsmou													
(337) Turnpike Rd	City of Portsmouth	1.05 <b>6500</b>	G	89%	1%	1%	2%	6%	0%	F	0.083	F	0.548	7100	G
	To-	US 17 Frederic	k Blvd		1										
ALT Turnnika Dd	City of Dortomouth			000/	40/	40/	20/	60/	00/	F	0.004	F	0.647	14000	0
Turnpike Rd	City of Portsmouth	0.30 <b>13000</b>	G	89%	1%	1%	2%	6%	0%	Г	0.081	Г	0.617	14000	G
ALT	To: From:	Howard S	t		}										
(337) Turnpike Rd	City of Portsmouth	0.54 <b>9700</b>	G	89%	1%	1%	2%	6%	0%	С	0.081	F	0.608	11000	G
337) - 4	To:	Harbor D		0070	٦	.,0	_,,	0,0	0,0	•	0.00	·	0.000		•
ALT	From:	Cassell Av													
(337) Harbor Dr	City of Portsmouth	0.05 <b>4000</b>	G	89%	1%	1%	2%	6%	0%	F	0.091	F	0.526	4400	G
	To	County S			1										
ALT	From:				_										
(337) Harbor Dr	City of Portsmouth	0.35 <b>3600</b>	G	89%	1%	1%	2%	6%	0%	F	0.088	F	0.666	3900	G
$\overline{}$	To:	US 58													
ALT	From:	ECL Chesap	eake												
460 58 Airline Blvd	City of Portsmouth	0.29 <b>13000</b>	G	96%	1%	1%	0%	1%	0%	F	0.091	F	0.593	14000	G
$\overline{}$	To	Greenwood	Dr												

## 2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

								Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	G	reenwood D	r		]										
460 58 Airline Blvd	City of Portsmouth	0.20	14000	G	96%	1%	1%	0%	1%	0%	F	0.09	F	0.561	15000	G
ALT	To- From:	Е	lmhurst Lan	e		]										
(460) (58) Airline Blvd	City of Portsmouth	1.30	10000	G	96%	1%	1%	0%	1%	0%	F	0.086	F	0.578	11000	G
ALT	To- From:	VIC	CTORY BL	VD		]										
460 58 Airline Blvd	City of Portsmouth	0.28	14000	G	96%	1%	1%	0%	1%	0%	F	0.09	F	0.612	16000	G
ALT.	To- From:	U	S 58, SR 33	7												
ALT (460)(337) Portsmouth Blvd	City of Portsmouth	0.10	17000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.589	18000	G
ALT.	To- From:	ALT S	R 337 Turnp	ike Rd		}—										
ALT 460 337 Portsmouth Blvd	City of Portsmouth	0.15	14000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.66	16000	G
ALT	To- From:		I-264			]										
460 337 Portsmouth Blvd	City of Portsmouth	0.22	9800	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.575	11000	G
ALT	To- From:	R'	Г 337 & І-2	54		_										
460 264	City of Portsmouth (Maint: 64)	0.72			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	64000	G	95%	0%	1%	1%	3%	0%	F	NA			69000	G
ALT	To- From:	US 1	7 Frederick	Blvd		]										
460 264	City of Portsmouth (Maint: 64)	0.99			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			85000	G
ALT	To. From:	De	ep Creek Bl	vd		]—										
460 264	City of Portsmouth (Maint: 64)	0.67			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	76000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	G
ALT	To- From:	SR 1	41 Effingha	m St		]										
460 264	City of Portsmouth (Maint: 64)	0.87			S	ee I-26	64 for dir	ectional	traffic v	olume es	stimate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	68000	G	95%	0%	1%	1%	3%	0%	F	NA			74000	G
	To	V	VCL Norfol	k												

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						City of Portsmo	outn								
Route	Length	AADT	QA	4Tire	Bus	Tr		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				_						. 4010.					
				From:		Mt Vernon Av									
1 Bayview Blvd	0.21	14000	G	91%	1%	1% 1%	7%	0%	С	0.093	F	0.688	15000	G	2004
<u> </u>				To-		Chautauqua Av	e								
_				From:		124-8525 River Sho	re Rd								
S516 Cedar Lane	0.42	560	G							0.127	F	0.820	610	G	2004
<u> </u>				To:		Dead End									
				From:		ECL Suffolk									
S520 Towne Point Rd	0.71	11000	G	98%	1%	1% 0%	0%	0%	F	0.084	F	0.595	12000	G	200
				To:		Twin Pines Ro	<u> </u>								
Towne Point Rd	0.13	27000	G	98%	1%	1% 0%	0%	0%	С	0.083	F	0.591	30000	G	200
5520)	00				. , 0				Ū	0.000	•	0.00.	00000	•	_00
	0.04	00000	_	From:	00/	SR 164 Western I		00/		0.000	_	0.500	05000		000
Towne Point Rd	0.31	23000	G	97%	0%	1% 1%	1%	0%	С	0.086	F	0.536	25000	G	200
<u> </u>				To:		NCL Chesapeal	æ								
<u> </u>				From:		Elm Ave									
Portsmouth Blvd	0.34	5600	G	99%	0%	1% 0%	0%	0%	F	0.134	F	0.847	6200	G	200
<u> </u>				To:		Effingham St									
Portsmouth Blvd	0.55	4800	G	From: 99%	0%	1% 0%	0%	0%	С	0.124	F	0.868	5300	G	200
				To:		Portcenter Pkw	v								
				From:		Town Point Ro		1							
Twin Pines Rd	0.90	9800	G	98%	1%	0% 0%	0%	0%	С	0.1	F	0.565	11000	G	200
Twin Pines Rd	0.50	3000	J	30 70	1 70	070 070	070	070	O	0.1	•	0.505	11000	O	200
$\widehat{}$				From:		Swannanoa Di									
<sub>523</sub> ) Twin Pines Rd	0.63	3700	G	98%	1%	0% 0%	0%	0%	F	0.099	F	0.546	4100	G	200
<u> </u>				To:		Hedgerow Cir									
<u> </u>	0.00	4500	_	From:	40/	Twin Pines Ro		201	_	0.400	_	0.533	4000	•	000
Hedgerow Ln	0.28	1500	G	98% To:	1%	0% 0%	0%	0%	F	0.120	F	0.577	1600	G	200
				10.		River Shore Ro	i								
				From:		ECL Chesapeak									
S524 Churchland Blvd	0.09	16000	G	99%	1%	0% 0%	0%	0%	F	0.093	F	0.571	17000	G	200
<u> </u>				To:		West Norfolk R									
MAN STATE DA	0.44	0000	_	From:	40/	Churchland Bly		00/	_	0.404	_	0.507	4000	0	000
W Norfolk Rd	0.11	3600	G	99%	1%	0% 0%	0%	0%	F	0.104	F	0.507	4000	G	200
				To: From:		Tyre Neck Rd									
W Norfolk Rd	1.05	6000	G	99%	1%	0% 0%	0%	0%	С	0.105	F	0.553	6600	G	200
				To:		Cedar Ln									
3524) W Norfolk Rd	1.47	5400	G	99%	1%	0% 0%	0%	0%	F	0.101	F	0.616	5900	G	200
3524) 11 110110111111		0.00			170			070	•	0.101	•	0.010	0000	Ü	200
<u> </u>				From:		SR 164 Western I									
W Norfolk Rd	0.46	350	G	99%	1%	0% 0%	0%	0%	F	0.134	F	0.532	390	G	200
				To:		Broadway St									
<u> </u>				From:		Feudist Drive									
Sterling Pt	0.38	1500	G	98%	1%	1% 0%	0%	0%	F	0.083	F	0.587	1700	G	200
<u> </u>				To-		High Street									
<u> </u>			_	From:		High St			_		_			_	
Gedar La	1.18	12000	G	98%	1%	1% 0%	0%	0%	С	0.1	F	0.666	13000	G	200
				To: From:		West Norfolk R W Norfolk Rd									
G525) Cedar Ln	0.35	14000	G	98%	1%	1% 0%	0%	0%	F	0.114	F	0.649	15000	G	200
Gedar Ln	0.33	14000	G	90 /6	1 /0	170 070	0 /6	0 /6		0.114		0.049	13000	G	200
				To: From:		SR 164 Western Fre									
Cedar Ln	0.35	10000	G	98%	1%	1% 0%	0%	0%	F	0.112	F	0.514	11000	G	200
$\mathcal{L}$				To-		River Shore Ro	l								
O D: 0: -:			_	From:		Cedar Lane			_	0.15-	_	0.55-	***	_	
River Shore Rd	0.11	8200	G	98%	1%	1% 0%	0%	0%	F	0.103	F	0.609	9000	G	200
<u> </u>				From:		Oakhurst Rd		<b></b>							
River Shore Rd	0.85	3500	G	98%	1%	1% 0%	0%	0%	F	0.092	F	0.545	3900	G	200
				To:		Hedgerow La									
				From:		Cul-d-Sac									
						Cui-u-sac									
Chautaugua Ave	0.58	5300	G	93%	1%	1% 1%	4%	0%	F	0 104	F	0.693	5800	G	200
Chautauqua Ave	0.58	5300	G	93% To:	1%	1% 1% Cleveland St	4%	0%	F	0.104	F	0.693	5800	G	200

						City of Portsmo	uth								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:				i							
8526 Chautauqua Ave	0.12	13000	G	93%	1%	Cleveland St 1% 1%	4%	0%	С	0.084	F	0.608	14000	G	2004
8526 Chautauqua Ave	0.14	14000	G	From: 93%	1%	Detroit St 1% 1%	4%	0%	F	0.09	F	0.569	16000	G	2004
8526) Chaltauqua Ave	0.26	16000	G	From: 93%	1%	Wesley St 1% 1%	4%	0%	F	0.101	F	0.718	18000	G	2004
<u> </u>				To:		Bayview Blvd									
8528) Churchland Blvd	0.13	12000	G	98%	0%	West Norfolk Re	0%	0%	F	0.093	F	0.559	13000	G	2004
8528) Churchland Blvd	0.27	12000	G	From: 98%	0%	Tyre Neck Rd 1% 0%	0%	0%	С	0.090	F	0.571	14000	G	2004
<u> </u>						High St US 17									
8532) Tyre Neck Rd	0.24	11000	G	99%	0%	NCL Chesapeak 0% 0%	0%	0%	F	0.098	F	0.633	12000	G	2004
8532) Tyre Neck Rd	0.18	5100	G	From: 99%	0%	High St 0%	0%	0%	С	0.097	F	0.530	5500	G	2004
Tyre Neck Rd	0.09	3300	G	From: 99%	0%	Churchland Blvd	l 0%	0%	F	0.095	F	0.519	3600	G	2004
<u> </u>				To:		W Norfolk Rd		ļ							
8534) Hatton Pt Rd	0.56	3100	G	99% To:	0%	Cedar Ln 0% 0%	0%	0%	F	0.088	F	0.589	3400	G	2004
						Goff St		l							
Western Branch Blvd	0.58	8300	G	95%	3%	High St 1% 2%	0%	0%	F	0.109	F	0.585	9000	G	2004
8536) Hartford St	1.00	3300	G	From: 95%	3%	High St  1% 2%  Mt Vernon Ave	0%	0%	С	0.11	F	0.539	3600	G	2004
				From:				<u>_</u>							
Elmhurst Ln	1.41	3000	G	97%	1%	Victory Blvd 1% 0%	0%	0%	F	0.084	F	0.526	3300	G	2004
8537) Elmhurst Ln	0.18	4100	G	97%	1%	Garwood Ave 1% 0%	0%	0%	F	0.096	F	0.581	4500	G	2004
8537 Elmhurst Ln	0.71	6700	G	From: 97%	1%	Airline Blvd 1% 0%	0%	0%	С	0.098	F	0.624	7300	G	2004
8537) Elmhurst Ln	0.31	7200	G	From: 97%	1%	Cherokee Rd 1% 0%	0%	0%	F	0.101	F	0.611	7900	G	2004
Elmhurst Ln	0.89	3400	G	From: 97% To:	1%	Portsmouth Blvd 1% 0%	0%	0%	F	0.094	F	0.581	3700	G	2004
						Shore Dr									
8538) Cherokee Rd	0.67	4100	G	97% To:	1%	Hodges Ferry Ro  1% 0%  City Park Ave	0%	0%	F	0.088	F	0.52	4500	G	2004
				From:		Constitution Ave	,	j							
8539 County St	0.40	6000	G	92%	1%	1% 2%	4%	0%	F	0.086	F	0.614	6600	G	2004
8539 County St	0.31	4800	G	92%	1%	Peninsula Ave 1% 2%	4%	0%	С	0.092	F	0.617	5200	G	2004
8539 County St	0.33	4200	G	93%	0%	Elm Ave 1% 2%	4%	0%	С	0.089	F	0.584	4600	G	2004
8539 County St	0.34	3200	G	From: 93%	0%	Effingham St 1% 2%	4%	0%	F	0.106	F	0.778	3500	G	2004
8539 County St	0.16	3000	G	From: 93%	0%	Court St 1% 2%	4%	0%	F	0.116	F	0.701	3300	G	2004
				To:		Crawford St									

						City of PortSill	odui								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
Hodgoo Formy Pd	0.20	7200	G	99%	0%	Portsmouth Blvd S	0%	0%	F	0.092	F	0.556	7900	G	2004
Hodges Ferry Rd	0.28	7200	G	99%	0%	1% 0%	0%	070	Г	0.092	Г	0.556	7900	G	2002
	0.00	0000	_	From:	00/	Logan St	00/			0.000	_	0.545		_	000
Hodges Ferry Rd	0.26	6300	G	99%	0%	1% 0%	0%	0%	F	0.092	F	0.545	6900	G	2004
<u> </u>				From:		Cherokee Ro		-							
(8540) Hodges Ferry Rd	0.76	6600	G	99%	0%	1% 0%	0%	0%	С	0.092	F	0.53	7200	G	2004
<u> </u>				To: From:		Airline Blvd		-							
8540) Greenwood Dr	0.57	16000	G	99%	0%	1% 0%	0%	0%	F	0.088	F	0.57	17000	G	200
$\overline{}$				To: From:		I-264									
6540) Greenwood Dr	0.80	15000	G	97%	1%	1% 0%	0%	0%	F	0.093	F	0.508	16000	G	200
$\cup$				To		Cavalier Blv	1								
8540) Greenwood Dr	0.63	9600	G	97%	1%	1% 0%	0%	0%	F	0.084	F	0.551	10000	G	200
0040)				To:											
Greenwood Dr	1.05	4000	G	From:	1%	Victory Blvc	0%	0%	С	0.091	F	0.522	4300	G	200
Greenwood Dr	1.00	4000	G	31 70	1 /0			070	C	0.031	'	0.522	4300	G	200
Crosswood Dr	0.00	2600	^	From:	40/	Independence		00/		0.00	_	0.520	2000		200
Greenwood Dr	0.36	3600	G	97%	1%	1% 0%	0%	0%	F	0.09	F	0.538	3900	G	200
				From:		Deep Creek Bl	vd								
Greenwood Dr	0.50	3100	G	97%	1%	1% 0%	0%	0%	F	0.099	F	0.523	3400	G	200
<u> </u>				To:		George Washingto	n Hwy								
$\sim$				From:		Chandler Harpe									
Snead Fairway	0.30	810	G	97%	1%	1% 0%	0%	0%	С	0.094	F	0.6	890	G	200
				To:		Hodges Ferry l	Rd								
$\sim$				From:		US 58 Airline E									
G543) City Park Ave	0.79	2000	G	98%	0%	1% 0%	1%	0%	F	0.094	F	0.563	2100	G	200
				To: From:		SR 337 Portsmout	h Blvd	-							
S543 City Park Ave	0.58	1900	G	98%	0%	1% 0%	1%	0%	F	0.130	F	0.536	2100	G	200
				To:		Clifford St									
01,11,201	0.50	40000	_	From:	00/	City Park Av		00/	_	N.1.0			44000	0	000
Clifford St	0.53	10000	G	98% To:	0%	1% 0%	1%	0%	С	NA			11000	G	200
				From:		Powhatan Av Clifford St	e								
Powhatan Ave	0.26	630	G	98%	0%	1% 0%	1%	0%	F	0.108	F	0.639	690	G	200
33-13)				To:		King St									
$\circ$				From:		Powhatan Av									
8543) King St	0.79	1600	G	98%	0%	1% 0%	1%	0%	F	0.099	F	0.610	1700	G	200
<u> </u>				To:		Rodman Ave									
O				From:		SR 337 Portsmout								_	
Rodman Ave	0.58	7200	G	98%	1%	1% 0%	1%	0%	F	0.094	F	0.519	7800	G	200
<u> </u>				To: From:		Caroline Ave Rodman Ave									
8544) Caroline Ave	0.19	410	G	98%	1%	1% 0%	1%	0%	F	0.094	F	0.517	450	G	200
Caroline Ave	0.10		_		. 70				•	00 1	•		.50	•	_00
Carolina Ava	1.05	4200	-	From:	10/	US 58 Airline E		00/		0.005		0.506	4600		200
Caroline Ave	1.05	4200	G	98% To:	1%	1% 0% Shenandoah S	1%	0%	С	0.095	F	0.506	4600	G	200
				From:											
Podman Ava	0.61	0400	C	riom:		US 58 Airline E	sivd			0.006	F	0.540	10000	C	200
Rodman Ave	0.61	9400	G	To:		High St		1		0.096	F	0.549	10000	G	200
				E											
Elliott Ava	4.60	2000	_	From:		McLean St				0.407	г	0.522	2000	<u></u>	200
Elliott Ave	1.60	2800	G	To:		Erodonials D11 T	C 17	1		0.107	F	0.532	3000	G	200
						Frederick Blvd U									
O David O 1 51 1	0.00	F700	_	From:	401	N CL Chesapea		001	_	0.400	_	0.000	0000	•	000
Deep Creek Blvd	0.28	5700	G	97%	1%	2% 0%	0%	0%	F	0.109	F	0.608	6200	G	200
<u> </u>				To: From:		Victory Blvc	I								
8547) Deep Creek Blvd	0.04	5900	G	97%	1%	20/ 20/	-00/	-00/	_	0.00=	_	0.50	0500	_	200
(8547) Deep Creek Biva	0.84	5900	G	31 /0	1 /0	2% 0% Greenwood D	0%	0%	F	0.095	F	0.59	6500	G	200

						City of Portsn	noutn								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
				From:		Greenwood I									
(8547) Deep Creek Blvd	0.27	7700	G	97%	1%	2% 0%	0%	0%	F	0.092	F	0.563	8400	G	2004
				To: From:		Wright Ave	2	-							
(8547) Deep Creek Blvd	0.46	7800	G	97%	1%	2% 0%	0%	0%	С	0.091	F	0.604	8500	G	2004
$\overline{}$				To:		Portsmouth B	lvd								
(8547) Deep Creek Blvd	0.16	7800	G	97%	1%	2% 0%	0%	0%	F	0.079	F	0.56	8600	G	2004
				To:		End de dela Di									
8547) Deep Creek Blvd	0.78	5900	G	97%	1%	Frederick Bl	va 0%	0%	F	0.084	F	0.545	6400	G	2004
Deep Creek Blvd	0.70	3300	G	To:	1 /0	Des Moines A		070	'	0.004	'	0.545	0400	G	200-
				From:											
Waslay Ct	0.04	770	_		40/	Mt Vernon A		00/	_	0.420	F	0.560	050	0	200
8548 Wesley St	0.21	770	G	89%	1%	2% 3%	4%	0%	F	0.129	Г	0.569	850	G	2004
				From:		Chautauqua A									
8548 Wesley St	0.22	13000	G	89%	1%	2% 3%	4%	0%	С	NA			14000	G	2004
<u> </u>				To:		ML King Fv	vy								
				From:		High St									
8549 Mt Vernon Ave	0.14	5000	G	98%	1%	1% 0%	0%	0%	F	0.083	F	0.537	5500	G	2004
$\overline{}$				To		London Blv	d								
Mt Vernon Ave	1.21	14000	G	98%	1%	1% 0%	0%	0%	С	0.069	F	0.522	16000	G	2004
				To:		Bay View Bl									
				From:		Mt Vernon A	ve								
8550) Cleveland St	0.21	870	G	93%	1%	1% 1%	4%	0%	F	0.110	F	0.688	950	G	2004
8550) 616761414 61	0.21	0.0		0070	170			070	•	0.110	•	0.000	000	Ü	
O 01 1 10:	0.40	40000	_	From:	407	Chautauqua A			_	0.000		0.70	40000		200
(8550) Cleveland St	0.18	12000	G	93%	1%	1% 1%	4%	0%	С	0.089	F	0.76	13000	G	2004
<u> </u>				To:		ML King Fry	vy								
$\sim$				From:		Effingham S									
(8552) London St	0.49	7500	G	93 <u>%</u>	1%	1% 1%	4%	0%	F	0.089	F	0.610	8200	G	2004
$\bigcirc$				To:		Crawford S	t								
_				From:		County St									
8553) Peninsula Ave	0.59	2800	G	93%	1%	1% 1%	4%	0%	F	0.104	F	0.651	3100	G	2004
$\bigcirc$				To:		Leckie ST									
				From:		County St									
8554) Constitution Ave	0.66	2900	G	98%	1%	1% 0%	0%	0%	F	0.086	F	0.55	3200	G	2004
				To:		Leckie St									
				From:		Constitution A	Ave								
8554) Leckie St	0.80	790	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.584	870	G	2004
$\overline{}$				To:		Fort La									
Cod La	0.07	4000	_	From:	401	Leckie St	001	001	_	0.045	_	0.000	4700	_	000
8554 Fort La	0.07	1600	G	98% To:	1%	1% 0%	0%	0%	F	0.215	F	0.892	1700	G	2004
				From:		Crawford Pky Fort Lane	wy								
(8554) Crawford Pkwy	0.06	2700	G	98%	1%	1% 0%	0%	0%	F	0.107	F	0.506	2900	G	2004
8554	0.00			0070	170			070	•	0.101	•	0.000	2000	Ü	
O(  P'	0.00	4000		From:	401	Effingham S		001	_	0.405		0.700	4000		000
(8554) Crawford Pkwy	0.28	4200	G	98%	1%	1% 0%	0%	0%	F	0.105	F	0.738	4600	G	2004
				To: From:		Court St									
8554 Crawford Pkwy	0.35	3700	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.679	4000	G	2004
$\smile$				To		London Blv	d								
8554) Crawford St	0.10	7600	G	98%	1%	1% 0%	0%	0%	F	0.089	F	0.658	8300	G	2004
0004	5.10		-		. 70		3,0		•	0.500	•	0.500	2300	•	_00
0	o	7000		From:	401	High St	001		_	0.000	_	0.070			200
8554 Crawford St	0.11	7900	G	98%	1%	1% 0%	0%	0%	F	0.086	F	0.673	8700	G	2004
				To: From:		County St									
	0.24	7800	G	98%	1%	1% 0%	0%	0%	С	0.09	F	0.653	8600	G	2004
8554) Crawford St				To-		W-41- C4	•								
Crawford St						Wythe St									
(8554) Crawford St				From:		South St									
(8554) Crawford St (8555) Washington St	0.57	1000	G		1%		0%	0%	F	0.102	F	0.581	1100	G	2004

						City of Portsmouth								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr	ail 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth														
Effination St	0.00	16000	C	From:	00/	London Blvd	. 00/	_	0.101	_	0.01	17000	<u></u>	2004
(8557) Effingham St	0.09	16000	G	99%	0%	0% 0% 0%	5 0%	F	0.101	F	0.81	17000	G	2004
C FW and an Ot	0.00	45000	_	From:	00/	North St			0.070		0.074	47000		0004
8557 Effingham St	0.20	15000	G	99%	0%	0% 0% 0%	5 0%	С	0.078	F	0.674	17000	G	2004
O F#: 1 0:	0.00	45000		From:	201	Crawford Pkwy			0.007		2011	10000		
8557 Effingham St	0.09	15000	G	99% To:	0%	0% 0% 0%	5 0%	F	0.087	F	0.814	16000	G	2004
				From:		Ent. OSN. Hospital								
8558 Elm Ave	0.76	8200	G	98%	1%	Portsmouth Blvd 1% 0% 0%	5 0%	C	0.097	F	0.526	8900	G	2004
(8558) Elm Ave	0.70	0200	Ū	7	170		070	ı	0.007	•	0.020	0000	Ü	2004
8558 Elm Ave	0.03	8500	G	From: 98%	1%	I-264 1% 0% 0%	5 0%	F	0.103	F	0.562	9300	G	2004
(8558) Elm Ave	0.03	0300	G	30 /6	1 /0		0 70	! !	0.103	'	0.302	9300	O	2004
8558 Elm Ave	0.19	9400	G	From: 98%	1%	South St 1% 0% 0%	5 0%	F	0.108	F	0.596	10000	G	2004
8558 Elm Ave	0.19	3400	G	90 /6	1 /0		0 70		0.100	-	0.590	10000	G	2004
Clm Ava	0.10	9000		From:	1%	County St	00/		0.402	F	0.504	0700	G	2004
8558 Elm Ave	0.10	8900	G	98%	1%	1% 0% 0%	5 0%	F	0.103	Г	0.594	9700	G	2004
<u> </u>	0.44		_	From:	40/	High St			0.400		2 227	0000		
8558 Elm Ave	0.11	6200	G	98%	1%	1% 0% 0%	5 0%	F	0.109	F	0.667	6800	G	2004
$\overline{}$				From:		London Blvd								
(8558) Elm Ave	0.38	4000	G	98% To:	1%	1% 0% 0%	5 0%	F	0.101	F	0.692	4400	G	2004
						Leckie St								
Dog Maines Ave	0.60	1600	G	98%	1%	Portsmouth Blvd 0% 0% 0%	5 0%	F	0.09	F	0.500	1800	G	2004
Des Moines Ave	0.60	1000	G	90%	170		0 70		0.09	Г	0.509	1000	G	2004
O Dec Maiore Are	0.00	7000		From:	40/	Deep Creek Blvd		_	0.007		0.500	0500	_	0004
Des Moines Ave	0.06	7800	G	98%	1%	0% 0% 0%	5 0%	С	0.087	F	0.520	8500	G	2004
<u> </u>	2.05	<b></b>		From:	40/	I-264			0.00		2 222	0.400		
08559 Des Moines Ave	0.05	7400	G	98% To:	1%	0% 0% 0%	5 0%	F	0.08	F	0.602	8100	G	2004
				From:		South St								
8599) Cavalier Blvd	0.82	10000	G	97%	1%	NCL Chesapeake 1% 1% 0%	5 0%	C	0.095	F	0.61	11000	G	2004
8599) Gavanor Biva	0.02	10000	Ū	7	170		070	ı	0.000	•	0.01	11000	Ü	2004
8599) Cavalier Blvd	0.69	3600	G	From: 97%	1%	Greenwood Dr 1% 1% 0%	5 0%	F	0.094	F	0.840	4000	G	2004
(8599) Cavalier Blvd	0.09	3000	G	70 To:	1 /0	Victory Blvd	0 /0		0.094	-	0.040	4000	G	2004
				From:		NCL Chesapeake								
Gust La	0.70	5500	G	97%	1%	1% 1% 0%	5 0%	l F	0.091	F	0.518	6000	G	2004
0001)				To:		Victory Blvd								
				From:	Ge	orge Washington Pkwy US	17							
8606) Afton Pkwy	0.28	3200	G	97%	1%	1% 1% 0%		F	0.091	F	0.577	3500	G	2004
$\cup$				To:		Prospect Pkwy Gap								
After Dissert	0.54	4000	_	From:		124-3; Gap Prospect Pkwy	00/	_	0.444	_	0.000	4700	0	2004
8606 Afton Pkwy	0.51	1600	G	97% To:	1%	1% 1% 0% Victory Blvd 239	5 0%	F	0.111	F	0.699	1700	G	2004
				From:										
8755) Coast Guard Blvd	0.97	2600	G	89%	1%	West Norfolk Rd 2% 2% 6%	5 1%	l F	0.133	F	0.944	2800	G	2004
(8755) Coast Guard Blvd	0.31	2000	5	To:	1 /0	Main Gate	1/0	'	0.100	'	0.0-1-1	2000	J	2004
				From:		Greenwood Dr								
(8756) Garwood Ave	0.17	3600	G	89%	1%	2% 2% 6%	5 1%	С	0.098	F	0.5	3900	G	2004
				To:		Elmhurst La							-	
				From:		US 17 Frederick Blvd								
(8758) High Street	0.12	17000	G	98%	0%	1% 1% 0%	5 0%	F	0.087	F	0.636	19000	G	2004
$\bigcirc$				To:		US 58 Airline Blvd								
C High O	0.00	40000	_	From:	001	Airline Blvd	001	_	0.000	_	0.500	40000	^	0004
8758 High St	0.22	16000	G	98%	0%	1% 1% 0%	5 0%	F	0.082	F	0.566	18000	G	2004
	<u> </u>	4655	_	From:		Mt Vernon Ave		_	0.0-:	_	0.75	600		
(8758) High St	0.47	18000	G	98%	0%	1% 1% 0%	5 0%	F	0.081	F	0.583	20000	G	2004
				To:		ML King Frwy								

						City of Portsmo	outh								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
High St	0.79	16000	G	98%	0%	ML King Frwy 1% 1%	0%	0%	С	0.080	F	0.624	18000	G	2004
High St	0.32	11000	G	98%	0%	Elm Ave 1% 1%	0%	0%	F	0.077	F	0.552	12000	G	2004
High St	0.51	6700	G	From: 98% To:	0%	Effingham St  1% 1%  Crawford St	0%	0%	F	0.086	F	0.571	7300	G	2004
McLean St	0.92	4500	G	From: 98%	0%	Greenwood D 1% 1%	r 0%	0%	F	0.1	F	0.611	4900	G	2004
8760) Lincoln St	0.83	2400	G	From: 98%	0%	Airline Blvd  Deep Creek Blv  1% 0%	vd 0%	0%	F	0.094	F	0.616	2700	G	2004
				To: From:		Effingham St									
E760 Lincoln St	0.66	1700	G	98% To:	0%	1% 0% First St	0%	0%	F	0.172	F	0.887	1900	G	2004
Port Centre Pkwy	0.67	8600	G	98%	0%	Portsmouth Bly 1% 0%	0%	0%	С	0.106	F	0.875	9400	G	2004
8761) Court St	0.21	7600	G	96%	1%	Crawford St Near 3% 0%	0%	0%	F	0.087	F	0.505	8300	G	2004
8761) Court St	0.11	6100	G	From: 96%	1%	County St 3% 0%	0%	0%	С	0.088	F	0.535	6700	G	2004
8761 Court St	0.11	3900	G	From: 96%	1%	High St 3% 0%	0%	0%	F	0.093	F	0.594	4300	G	2004
8761) Court St	0.23	1100	G	96% To:	1%	London St  3% 0%  Crawford Pkw	0% y	0%	F	0.133	F	0.746	1200	G	2004
South St	0.10	2900	G	97%	2%	Columbus Aven	0%	0%	F	0.097	F	0.902	3200	G	2004
$\smile$				To: From:		Swanson Parkw									
South St	0.09	3300	G	97%	2%	Swanson Pkwy 1% 0%	0%	0%	F	0.094	F	0.858	3600	G	2004
South St	0.38	7000	G	97%	2%	Des Moines Av 1% 0%	0%	0%	С	0.085	F	0.603	7700	G	2004
South St	0.34	1800	G	97% To:	2%	Elm Ave  1% 0%  Effingham St	0%	0%	F	0.089	F	0.53	1900	G	2004
Amherst Dr		90	G	From:		Clover Hill D	r			0.121	F	0.76	100	G	2004
Bain St		110	G	From:		Williamsburg A	ve			0.137	F		120	G	2004
Baldwin Ave.		210	G	To: From:		Peninsula Ave	*			0.09	F		230	G	2004
		· <b>*</b>		To:		Deep Creek Bl	vd								
Brookmere La.		180	G	To		Summerset D	r			0.140	F		200	G	2004
Brunswick Rd		570	G	From:		Chumley Rd				0.109	F		630	G	2004
Cambridge Avenue		140	G	To:		Tatem Dr Glasgow St				0.127		0.659	160	G	2004
Cambridge Avenue		140	G	To		North St				0.127	F	669.0	100	G	∠004

				City of Portsmouth							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth			From:	M: 46: -14 Di	i -						
Canterbury Dr	380	G		Midfield Pkwy	J	0.121	F	0.733	420	G	2004
Odrikorbary Dr	000	Ŭ	To	Templar Dr	1	0.121	•	0.700	720	Ü	200-
			From:	Manor Ave							
Cardinal La	460	G	<u> </u>			0.093	F		510	G	2004
			To:	Thornwood St							
			From:	Hatton Pt Rd							
Courtney Rd	160	G				0.145	F	0.5	170	G	2004
			To:	Dead End							
			From:	Bob White St							
Cypress Rd	620	G	To:	Campaga Cir	1	0.107	F		670	G	2004
			From:	Cypress Cir	l						
Dale Dr	1500	G	Prom.	Columbus Ave	l	0.089	F		1600	G	200
Dale Di	1300	G	To:	Nashville Ave	1	0.009	-		1000	G	2004
			From:	Horne Ave	I						
Darren Dr	2400	G	<u> </u>	Home Ave		0.087	F		2600	G	2004
			To:	Greenwood Dr							
			From:	Bardot Ln	I						
Darren Drive	1300	G			•	0.092	F	0.612	1300	G	2004
			To	Cavalier Blvd							
			From:	Shamrock Dr							
Dominion Rd	120	G			-	0.164	F		130	G	2004
			To:	Fairway Dr							
Duke St.			From:	Richmond Ave			_				
	1000	G	To:	Deden Ass	1	0.082	F		1100	G	200
				Parker Ave	<u> </u>						
Forrest Hills Dr	220	G	From:	Merrifield Blvd	J	0.157	F		240	G	200
	220	G	To:	Burrland Rd	1	0.137	'		240	O	200
			From:	Gills Rd							
Frailey PI	740	G	<u> </u>	Gills Ru		0.149	F		800	G	2004
			To:	Fiske St							
			From:	George Washington Hwy		0.093		0.664	670	G	
Gillis Road	670	G	99%	0% 0% 0% 0% 0%	С		F				2004
			To:	Aylwin Rd							
Glasgow St			From:	Potomac Ave							-
	1200	G			,	0.091	F		1300	G	2004
			To:	Vermont Ave							
Greenland Blvd	.=	_	From:	Bolling Rd	]		_			_	
	1500	G	To:	Portsmouth Blvd	1	0.099	F		1600	G	2004
			From:								
Halifax Ave	860	G	From:	Columbia St	l	0.111	F		940	G	2004
Halliax Ave	000	G	To:	County St	1	0.111	'		340	O	200
			From:	Twin Pines Rd	! 						
Hawthorne La.	220	G	<u> </u>	I will I lies Ru	J	0.124	F		240	G	2004
			To	Heather Rd	<u> </u>						
Independence St.			From:	Kirby St							
	240				•	0.114	F		270	G	2004
		G	To:	Appomattox Ave	]						
			From:	Elm Ave	<u> </u>	-					
Jefferson St	1800	G	-		_	0.101	F		2000	G	200
			To:	Pearl St	]						
			From:	Green Street							
Jefferson Street	1200	G	99%	0% 0% 0% 0% 0%	С	0.097	F	0.507	1200	G	2004
			To:	7th Street	<u> </u>						

						City of Portsmouth							
Route	Length A	ADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trai	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Portsmouth				_			1						
King St.	1	130	G	From:		Yorktown Ave	_	0.122	F	0.73	150	G	2004
King St.	'	130	G	To		Williamsburg Ave	1	0.122	Г	0.73	150	G	2004
				From:		Race St	1						
Lancaster Ave	!	90	G	<u> </u>		Race St	J	0.177	F		100	G	2004
				To:		Griffin St	]						
				From:		Astor Ave							
Magnolia St	4	430	G				-	0.112	F		470	G	2004
				To:		Killian Ave							
				From:		Florence Rd							
Mayflower Rd	4	430	G	To:		W 1 F B1	1	0.166	F		470	G	2004
						Hodges Ferry Rd							
MaClass Cta	-	580	G	From:		Lugar Ct		0.096	_		040	_	200
McClean Sts	3	300	G	To:		Vickers Ct	1	0.096	F		640	G	2004
				From:		Broad St	1						
Meander Rd	5	590	G	<u> </u>		Dioad St	_	0.103	F		650	G	2004
Modified No			_	To:		Jamaica Rd		000	•		000		
				From:		Wycliff Rd							
Morro Blvd	3	350	G	-			-	0.112	F		390	G	2004
				To		Saxon Rd							
				From:		Afton Pkwy							
Nicholson St	6	610	G				-	0.115	F		670	G	200
				To:		Harris Rd							
Nottingham Rd				From:		Snead Fairway						_	
	2	240	G	To		W 11' D1	1	0.102	F		260	G	200
						Yorkshire Rd							
Oak St	4.	300	G	From:		Marshall Ave	_	0.077	F		1500	G	2004
		300	G	To:		Wilcox Ave	1	0.011	'		1300	G	200
				From:		Kenny Lane	1						
Old Farm Rd	2	260	G	<u> </u>		Remry Eure	_	0.117	F		280	G	200
				To:		Redbarn Rd							
Progress Ave				From:		Jackson St							
	;	30	G				-	0.214	F		40	G	200
				To:		Monroe St							
River Shore Rd				From:		Hedgerow La							
	2400	2400	G	_			0.096	0.096	F	0.603	2600	G	200
				To:		Rivermill Cir							
Robin Rd.	_			From:		Bob White St			_			_	
	2	200	G	To:		Deutementh Died	1	0.137	F		220	G	200
						Portsmouth Blvd							
Smithfield Rd	5	530	G	From:		Beechdale Rd	_	0.113	F		580	G	200
	•	JJ0	G	To:		Deep Creek Blvd	1	0.113	'		300	G	200
				From:		Palmer St	l .						
Staunton Ave	2	240	G	<u> </u>		Tumer of	1	0.125	F		270	G	200
				To		Jefferson St .							
Stratford St				From:		Eisenhower Circle	J						
	2:	200	G	<u></u>			_	0.086	F		2400	G	2004
				To:		Truman Circle							
				From:		Augustine Cir							
Sugar Creek Cir	3	350	G				-	0.122	F		380	G	200
				To:		Gateway Dr	<u> </u>						
				From:		Greenwood Dr			_				
Tazewell St	9	950	G				7	0.109	F		1000	G	2004
				To:		Freedom Ave	l						

						J., J.	Ortorno									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Portsmouth				From:		Brid	lges Ave		ĺ							
Verne Ave		30	G								0.162	F	0.583	40	G	200
				To:		Gar	ner Ave									
Weyanoke Dr.				From:		Merri	field Blvd			0.11						
		160	G	To:		D	rland Rd				F		180	G	2004	
				From:												
Whaley Rd		47	G	Tioni.		River	r Edge Dr				0.234	F		50	G	200
		-71	Ū	To:		Ed	win Rd				0.204	•		00	Ü	200
Willett Dr				From:		W	est Rd									
		5800	G								0.104	F		6400	G	200
				To:		Syca	more Rd									
Winchester Drive				From:			oline Ave								_	
		1900	G	98% To:	0%	1%	0%	0%	0%	С	0.099	F	0.572	1900	G	200
				From:			usta Ave									
Woodrow Street		620	G	rrom:		Mount '	Vernon Av	/e			0.143	F	0.724	620	G	200
		020	3	To:		Br	road St				0.143	-	0.724	020	3	200
				From:			pelle Rd		Ī							
Wright Rd.		420	G	<u> </u>		- Cuj					0.125	F		460	G	200
				To-		No	rfolk Rd									